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A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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Hongkong Daily Press

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No. 15,807. 丙子年八十五歲第一日三命月一十年四十三歲 HONGKONG, WEDNESDAY, DECEMBER 16TH, 1908. 三拜賀 豬六月二十日八零百九十一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 1st October, 1908. [1375-3]

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Hongkong, 29th April, 1908. [1647]

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FIRST-CLASS CUISINE.

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Special arrangements for a long stay.
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1.45 p.m. to 2.15 p.m. Every 10 minutes.
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3.30 p.m. to 5.00 p.m. Every 15 minutes.
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Hongkong, 9th May, 1907. [1374]

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Hongkong, 15th December, 1908. [162]

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CADBURY'S CHOCOLATES, IN TINS ASSORTED.

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THE APOTHECARY'S HALL.

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Hongkong, 6th December, 1908. [1612]

WATKINS LIMITED
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THE PACIFIC COAST LUMBER MILLS, LTD.

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FOR
DOCK-YARDS, DECKING, SHEATHING, TIMBERS, SPARS, &

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THOS. W. KYDD, Oriental Representative.

Telephone 373. Office No. 30, Prince's Building, Opposite King Edward Hotel.

Hongkong, 14th November, 1908. Hongkong. [1565]

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PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
within their SALES ROOMS,

FOR ACCOUNT OF THE CONCERNED.

TO-MORROW (THURSDAY) AND FRIDAY,
the 17th and 18th December respectively, commencing each day at 2.30 P.M.,

A RARE COLLECTION OF EXAMPLES OF
JAPANESE HIGH ART.

This Collection was gathered together by prominent Members of the Art Society of
Japan for display in THE ART GALLERY at Tokyo on the occasion of the Great Exhibition
arranged to take place during 1912, on account of the postponement of which the collection
has been brought to this City for Sale.

Such an opportunity of acquiring objects of Japanese High Art seldom occurs.

On View on TO-DAY (WEDNESDAY), the 16th inst.

Catalogues will be issued.

TERMS.—As usual.

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AUCTIONEERS.

[1663]

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LENIE, HOLMSTEDT, AHTOT, BERQUIN, ETC., ETC.

ON MONDAY AND TUESDAY,
the 21st and 22nd DECEMBER, 1908, commencing each day at 2.30 P.M., in the

CITY HALL (ST. ANDREW'S).

N.B.—The attention of the public is drawn to this opportunity of purchasing valuable
works of art which are the finest that have ever been offered for sale in this Colony.

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AUCTIONEER.

[1665]

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15, Queen's Road, Central.

Hongkong, 12th December, 1908. [1624]

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INTIMATION

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HANDSOME TOILET SETS, SILVER
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BY THE BEST MAKERS:
PATENT RAZOR STRAPS, SHAVING
MIRRORS, HAND MIRRORS,
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REQUISITESA Very Fine Selection in Great Variety
MEERSCHAUM and BRIAR PIPES,
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and CIGARETTE CASES in real
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ASH TRAYS.All these Goods are of the Highest Class and
Specially Selected.SUITABLE FOR XMAS AND NEW
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A most useful XMAS PRESENT for
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Hongkong, 11th December, 1908. [29]

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Editor, not for publication but as evidence of
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one side of paper only.No anonymously signed communications that
have already appeared in other papers will be
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P. O. Box. 84. Telephone No. 14.BIRTH
On 14th Decemb^r, at Victoria Hospital, the
wife of H. CHORTON, a son. [16th]HONGKONG OFFICE: 10A, DES VERSOIS ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, DECEMBER 16TH, 1908.

PERHAPS for the past three or four hundred
years no invention has created an equally
great social revolution with the simple
"byke," and its follower the motor car;
both have in their way increased the
ordinary facilities for locomotion, so that
distances, that but few years ago would have
required the exercise of much force, and
occupied a notable period of time, as well
as needing much preliminary preparation of
person and raiment, may now be covered in
the period usually occupied in one's daily
walk. The byke, too, is essentially the poor
man's conveyance: it costs him nothing for
fuel or fodder, and only requires such
repairs and attention as the ordinary clever
mechanic can do himself. It enables further
his children to go longer distances to school,
and so enables them to take advantage in a
way before unthought of the benefits of a
higher education than is offered at the
ordinary local school.What the humble byke is to the poor
man—the motor car is to his more wealthy
neighbour: it stands always ready to be
mounted, and in an hour or two will carry
him over distances, without inconstionce,
which would, even ten or twelve years ago,
have needed extensive preparations, and
probably entailed all the necessities of a

railway journey, and carriages at both ends. The periodical break-up of the household, often once a week for the "week end," has now entered into the ordinary routine of existence and the facility with which the machine can be carried on board ship, and transported from one country to another has materially altered the conditions of life, and carried into the ordinary human being's existence, one of the main enjoyments of the humble snail—that of being able to carry about with him practically his whole household, without the one great drawback of the snail's life—his inability to exceed a crawl.

It was but the other day that SANTOS DUMONT astonished the world by navigating a huge balloon round the Eiffel Tower. Then German inventors claimed the world's attention for airships. But other clever and more practical inventors had been for some little time at work, and to herald the last year HENRY FARMAN, with a mere stretch of canvas actually flew a few hundred yards, and came down none the worse for his Learian attempt. So already the airship has had to give way to the more handy and workmanlike aviator.

Now there is little doubt that in a little while, as in the case of the humble byke, the aviator, or whatever we shall call it then, will take the place of the byke, and the school boy will think as little of putting on his wings and flying off to school, as to-day he does of mounting his byke. Probably the artist will rejoice at having found a joy for ever; but as before, will it turn out a thing of beauty, and will the world be any the happier for the event? It will be very pleasant doubtless for future ROMEOs to be able to evade the watchful CAPULETS of the day, and fly into the chamber of their JULIETs without the encumbrances of ropes and ladder. But will the world be aught the wiser or happier for the performance? That is still the mighty problem of the future.

At the Magistracy yesterday Mr. J. R. Wood sentenced a coolie to three months' imprisonment for stealing \$500 from a passenger on board the s.s. *Tak Hing*.

We regret to record the sudden death, at Hebden, near Newcastle-on-Tyne, of Captain W. E. Duke, who was for 28 years connected with the Glen Line of steamers, trading between London and China.

The case of suspected murder reported from Taipo last week turns out to be one of suicide. A farmer, before hanging himself to a beam, opened the door of his residence and made his home appear as if robbers had ransacked it. His dead body was discovered by a relative, and later, when his wife returned home and made a search, she found that none of her belongings had been stolen.

Alfred Hall was again placed before Mr. J. H. Kemp at the Magistracy yesterday, and Captain Trowbridge, chief of the secret service in the Philippines, appeared to apply for his surrender on charges of forging and embezzlement at Manila. As Hall was willing to return to Manila for trial, his Worship made the necessary order and Captain Trowbridge left with his charge in the afternoon.

Such are, of course, the thoughts of the pessimist. There is a vast amount of truth in them, and it is unfortunate that every step in civilisation has had from the beginning of the world to contend with similar drawbacks. It is quite possible that the Australian "boy" who wanders about eating the filthiest food, clothed only in the merest rag to protect himself against the inclemencies of the weather, enjoys life just as much as the fur-clad beauty in her most up-to-date motor car; neither is perhaps to blame for acting on the motto "carpe diem," only each step secured in advance makes the step backward seem the more horrible; and so, whether we like it or not, we are carried on with the irresistible current of our surroundings. This seems to be to us more particularly the case at the present time. It was but the other day that we were complaining that the inventive talent of the day had come to a standstill, yet within the last few years we have seen the steam turbine striding on to the supercession of James Watt's great invention of the reciprocating engine; nay, we have seen the steam engine itself threatened with extinction before the internally fired machine of the day. It was but the other day that the electric tram car came to the great joy of the locomotive public, yet to the intense disgust of all lovers of art, who see their view of God's heaven shut out by a vulgar network of poles and wire. It was only a generation ago that the *el chia* wire came to connect the most distant lands, and create new wants and new inconveniences and dangers; yet already we see inconveniences in eight quite a new development of electricity which will for the moment gladden the heart of the artist. Wireless telegraphy, a few years, or months ago, vision of the imagination of a few sanguine experimenters, is now looming on the horizon as a real accomplished fact. Already a concert performed in Berlin has been heard in Stockholm, and signs thrown into the ether at New York are regularly read on the coast of England. It seems to be certain, following up present indications, that the barbarous practise, as we shall call it then, of carrying our electricity along insulating wires will be done away with, and the people who accomplish

this will be hailed by artistic folk as true benefactors of the human race. But will they be so? Experience would rather tend to show that it will be merely an exchange, and that our imaginary artistic paradise be followed by something even more profound than the snail.

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At the Magistracy yesterday Mr. J. R. Wood sentenced a coolie to three months' imprisonment for stealing \$500 from a passenger on board the s.s. *Tak Hing*.

We regret to record the sudden death, at Hebden, near Newcastle-on-Tyne, of Captain W. E. Duke, who was for 28 years connected with the Glen Line of steamers, trading between London and China.

The case of suspected murder reported from Taipo last week turns out to be one of suicide. A farmer, before hanging himself to a beam, opened the door of his residence and made his home appear as if robbers had ransacked it. His dead body was discovered by a relative, and later, when his wife returned home and made a search, she found that none of her belongings had been stolen.

Alfred Hall was again placed before Mr. J. H. Kemp at the Magistracy yesterday, and Captain Trowbridge, chief of the secret service in the Philippines, appeared to apply for his surrender on charges of forging and embezzlement at Manila. As Hall was willing to return to Manila for trial, his Worship made the necessary order and Captain Trowbridge left with his charge in the afternoon.

Such are, of course, the thoughts of the pessimist. There is a vast amount of truth in them, and it is unfortunate that every step in civilisation has had from the beginning of the world to contend with similar drawbacks. It is quite possible that the Australian "boy" who wanders about eating the filthiest food, clothed only in the merest rag to protect himself against the inclemencies of the weather, enjoys life just as much as the fur-clad beauty in her most up-to-date motor car; neither is perhaps to blame for acting on the motto "carpe diem," only each step secured in advance makes the step backward seem the more horrible; and so, whether we like it or not, we are carried on with the irresistible current of our surroundings. This seems to be to us more particularly the case at the present time. It was but the other day that we were complaining that the inventive talent of the day had come to a standstill, yet within the last few years we have seen the steam turbine striding on to the supercession of James Watt's great invention of the reciprocating engine; nay, we have seen the steam engine itself threatened with extinction before the internally fired machine of the day. It was but the other day that the electric tram car came to the great joy of the locomotive public, yet to the intense disgust of all lovers of art, who see their view of God's heaven shut out by a vulgar network of poles and wire. It was only a generation ago that the *el chia* wire came to connect the most distant lands, and create new wants and new inconveniences and dangers; yet already we see inconveniences in eight quite a new development of electricity which will for the moment gladden the heart of the artist. Wireless telegraphy, a few years, or months ago, vision of the imagination of a few sanguine experimenters, is now looming on the horizon as a real accomplished fact. Already a concert performed in Berlin has been heard in Stockholm, and signs thrown into the ether at New York are regularly read on the coast of England. It seems to be certain, following up present indications, that the barbarous practise, as we shall call it then, of carrying our electricity along insulating wires will be done away with, and the people who accomplish

this will be hailed by artistic folk as true benefactors of the human race. But will they be so? Experience would rather tend to show that it will be merely an exchange, and that our imaginary artistic paradise be followed by something even more profound than the snail.

It was but the other day that SANTOS DUMONT astonished the world by navigating a huge balloon round the Eiffel Tower. Then German inventors claimed the world's attention for airships. But other clever and more practical inventors had been for some little time at work, and to herald the last year HENRY FARMAN, with a mere stretch of canvas actually flew a few hundred yards, and came down none the worse for his Learian attempt. So already the airship has had to give way to the more handy and workmanlike aviator.

Now there is little doubt that in a little while, as in the case of the humble byke, the aviator, or whatever we shall call it then, will take the place of the byke, and the school boy will think as little of putting on his wings and flying off to school, as to-day he does of mounting his byke. Probably the artist will rejoice at having found a joy for ever; but as before, will it turn out a thing of beauty, and will the world be any the happier for the event? It will be very pleasant doubtless for future ROMEOs to be able to evade the watchful CAPULETS of the day, and fly into the chamber of their JULIETs without the encumbrances of ropes and ladder. But will the world be aught the wiser or happier for

SPORTING NOTES.

FOOTBALL.

H.K. ASSOCIATION LEAGUE.

Under the auspices of the Hongkong Association Football League four matches were played on Saturday last. The victorious teams were the Buffs, Y.M.C.A., R.E., R.G.A. and the losers were Naval Yard, R.A.M.C., Lusitano, and Boys Own Club. The winners scored no fewer than 21 goals and the losers only managed to find the net on three occasions. Of the winners the R.G.A. had the greatest harvest, bagging no less than 11 goals, R.E.'s coming next with 5 goals.

It is somewhat unfortunate that the Hongkong F.C. committee could not see their way to enter this new League. I believe their chief reason was that the lack of grounds in Hongkong would not enable this League to become a success. Well, so far, the committee have arranged seven games which were played on two Saturday afternoons. These were completed satisfactorily, leaving one ground, that of the Hongkong Club, not utilised. On the opening day two grounds were occupied. In addition, it has to be borne in mind that there are opportunities to play off matches during the week. The committee have not found it necessary to arrange for mid-week matches yet, but, if necessary, they will do so, and the league will be finished in time to enable league teams to compete in the shield ties. All the teams are enthusiastic and have sent representatives to all the League meetings and I am told that each team has shown itself very accommodating as to the use of grounds and generally shown a desire to further the interests of the League. This sounds well for the success of this new venture in Hongkong sport.

It means more practice for each team and consequently the standard of play should improve, and that is what all footballers desire. I trust that the premier Club will enter next year. It does not seem right that their name has not been included this year, for I am sure the players individually would enjoy a League game better than a friendly.

Turning to the games which were decided on Saturday, the greatest interest was centred on the Buffs v. Naval Yard match on the Naval ground. The number of spectators was large and the Buffs came down in good numbers to support their representatives. The game was very evenly and hotly contested and produced some very fine football. The combination was good. The Buffs are not yet quite used to the turf. They have been playing on sand grounds at Harrismith, S.A., but they showed marked improvement over the Saturday before, and will be a very hard nut to crack when they can settle down to it. The Naval Yard are improving every game and can be depended upon to put up a good game with whoever they meet. Joughin at back is very sound, and Glover, Wilks, Coyne and Dalsell are showing fine form. To criticise the Buffs individually is hardly fair, till they have played another match or two.

The other League match Artillery v. Police, resulted in a win for the R.G.A. by 10 to 76, but as both teams are below the par line the results do not have much bearing on the competition.

Another interesting game was that played on the Military ground between the R.A.M.C. and Y.M.C.A. The score, 3-1, was a very fair indication of the play. The R.A.M.C. have the same fault that is noticeable in most Military and Naval teams, that is playing too long with the ball in front of goal. It is goals that win matches, not fancy play in front of the net. Barr plays a very sound game, also Haigh. The Y.M.C.A. improve every game and will not be far off leading team when the curtain falls over League football this season. They have a sound defence. McCubbin, the Captain, sets a good example to his men, by his fine exhibition of football. He is seldom passed and is, no doubt, the best back playing in the Colony this year. Wharton at centre half tackled well and feeds his forwards rather cleverly. Y.M.C.A. are still looking for a good centre forward and might do well to experiment with Kelly in that position. He can shoot and takes every opportunity offered him. The forwards will require to show more method in their work of aggression and a vast improvement in their shooting if they mean to top the League.

The match between R.E. and Lusitano ended in an easy victory for the Engineers. The game was slow. The Engineers had it all their own way and it was a good day for Morish. He is a clever forward, his passing and dribbling being the greatest feature of the game. Lusitano were spasmodic in their movements, there being an entire lack of cohesion, but should with a little practice give a fair account of themselves towards the end of the League season.

The most remarkable characteristic of a remarkable game was the perseverance of the Boys Own Club who are a new team and, after all, only boys, but they do not lack pluck if their football is not the best. They are determined to improve and are getting in a good deal of practice. They were rather unfortunate to have had to meet such a strong team as the R.G.A. who are a very evenly balanced eleven, and there will be some good football when R.G.A. meet the R.E. or Buffs.

The meetings of the League Committee are, by kind permission of the Secretary of the Y.M.C.A., held in their rooms every Monday night at 6.30 p.m.

Mention should be made of the referees who have come forward with watch and whistle to supervise these games. Sapper Heigh, Gunner Marsh, and Corp. Edwards have proved themselves very capable referees with a sound knowledge of the rules and how to apply them.

Below is the League table to date.

	P.	W.	L.	D.	Goals.	F.	A.	Pts.
R.E.	2	1	0	1	6	2	3	
Y.M.C.A.	2	1	0	1	5	3	3	
Buff.	2	1	0	1	3	2	3	
R.G.A.	1	1	0	0	11	0	2	
R.A.M.C.	2	1	1	0	2	3	2	
Naval Yard	2	0	1	1	3	4	1	
Lusitano	2	0	2	0	1	6	0	
B.O.C.	1	0	1	0	0	11	0	

The following games have been arranged for Saturday next:

Naval Yard v. Lusitano, Causeway Bay. Referee, Sgt. Walsh. 2.30.

Y.M.C.A. v. Boys Own Club, Causeway Bay. Referee, Gunner Marsh. 4 p.m.

R.E. v. R.A.M.C. Military ground. Referee, Corp. Edwards. 2.30 p.m.

Buff. v. R.G.A. Military ground. Referee, Sapper Heigh. 4 p.m.

The League engagements next Saturday are only likely to produce one really good game viz. Buffs v. R.G.A. I am rather inclined to fancy the Buffs for a narrow win.

NAVAL LEAGUE.

In a league match on Saturday last H.M.S. Bedford met H.M.S. Astraea at Happy Valley. The game was fast and exciting throughout and good combination was shown. The Bedford should have won by a bigger margin than 1-0, but their forwards will not bang at goal when the opportunity occurs. They would rather try fancy tricks and so were easily robbed. Both the Bedford backs were good, as were the Astraea's. Forward, I think, the Bedford showed better combination. I hope to publish a League table to show how the slips are faring next week.

OTHER MATCHES.

The Hongkong Club played a friendly match with H.M.S. Kent and were beaten by 2-1, although they deserved a draw. The Club's backs were sound and the Kent's forwards clever.

REFEREE.

CRICKET.

Last Saturday's cricket produced at least one big surprise and several good matches. In the League competitions the Telegraphs, who were beaten a few Saturdays ago by the Police Team, inflicted a humiliating defeat on the Civil Service, who up to Saturday had not suffered a loss. Such are the glorious uncertainties of the game! Peake and Shields were responsible for the fall of the wickets, the former being almost unplayable. Telegraphs went in first and put on 72, Bird securing 7 wickets for 36 runs, and Witchell 3 for 3, Brett and Reed being dismissed without any resulting fall of wickets. Day scored 32, six others got "duck" eggs. Beattie being the only one with Day to reach double figures. Civil Service went in very confidently, but their opponents secured six "duck" eggs. Sutherland and Reed were the only bats to reach double figures, their scores reading 24 and 18 respectively. The total was 55.

The other League match Artillery v. Police, resulted in a win for the R.G.A. by 10 to 76, but as both teams are below the par line the results do not have much bearing on the competition.

On the Club ground R. Hancock and Pearce gave another fine exhibition of batting. Their partnerships this season have been very successful, averaging at a rough estimate about 150 per innings. The Hongkong team is a stronger side this season than it has been for some time, and it would be interesting to see a match played between the Club and the team who represented the Colony in the last inter-port match at Shanghai. Of course it could not be complete, owing to Sharpe and Barton being away, but two players of equal strength could be substituted.

On the Kowloon ground the match between Kowloon and Hongkong was interesting inasmuch as it brought to light a trundler of merit who has not shown up previously. Lieut Lipmann, playing for Kowloon, secured 6 wickets for 23, his average reading at one time 6 for 13. He bowls a medium pace ball, with a good length breaking in occasionally from the off. Martin was again unsuccessful. Dixon going on later got two wickets for no runs. Kowloon won comfortably, mainly through Haughton's fine score of 52, giving only one chance while in the forties to Fowler, who is usually a safe catch.

Next Saturday's match should provide some close finishes. Telegraphs meet Kowloon. On form Kowloon should win. They are quite as strong a bowling side as the Telegraphs and have slightly the better batting side.

The Engineers meet Hongkong "B" at the Valley and should win, as the R.E.'s are quite a hard team to beat, especially at the Valley where tricky wickets are not conducive to big scoring.

Civil Service play Hongkong "A" on the Hongkong ground and as they are running neck and neck for second place it should be a good match for that reason alone. It should also prove what material the Club teams are made of. Civil Service are undoubtedly the strongest bowling side in the League and if the Club team score heavily against them it will prove that the two Club teams are invincible as far as League cricket is concerned, an opinion that has been brought home to the League trundlers since the Club have taken seriously to the game.

UMPIRE.

How to BE BEAUTIFUL—Keep your complexion. Mrs. Ellen's Crème Charmante, Last Charmant and Special Skin Tonic and Poultice Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

THE TRADE OF THE PHILIPPINES.

ALMOST RECORD YEAR.

The report of Mr. Geo. B. Colton, Collector of Customs of the Philippine Islands, for the fiscal year ending June 30th last was recently issued. It shows a total value of foreign trade of nearly \$64,000,000; the largest year, with one exception (1903) since the American occupation, and divided between imports and exports about evenly, with a balance of trade in favour of the Islands of \$2,000,000. The rice importations of nearly \$6,000,000 continue to exceed exports. Of course, if the Philippines would raise their own rice this money would be kept at home. It seems incredible that over \$250,000 during the year was sent out of the country for fresh eggs although the chicken certainly thrives in the Islands for cock-fighting uses. Hemp is the major product. While the exports were increased to 114,000 tons, the income was but something over \$17,000,000, a reduction, in receipts from this source of \$3,000,000 over 1907. Hemp ranged per ton from \$140 down to \$72. This is in marked contrast with the average price during the last ten years of \$158.84. The highest price was \$184 per ton in January 1906. Hemp is the main hope of these islands, and there is no cause for discouragement.

Sugar, the second product in importance, showed exports of 150,000 tons valued at \$5,600,000, an increase of 31,000 tons over 1907. The average exports since 1898 have been 90,000 tons, although in 1902 and 1903 250,000 tons were exported. The average exports from the Philippine Islands for ten years have been less than 34 per cent. of the foreign sugar consumed in the United States, which makes the fears of the beet sugar growers of that country absurd.

Copra (dried coconut meat) was exported to the value of \$5,550,000, a considerable increase, although the price was off. Coconut oil is being made now in Manila, and in 1908 the exports were 709,000 gallons, valued at \$263,000.

Tobacco exports showed a falling off of \$415,000, but the exports for the year were \$271,000.

The Customs Bureau collected \$8,313,000 which goes a long way toward supporting the Insular Government. The high tariff is certainly a success as a revenue producer. The Islands have stopped the legal importation of opium and the loss for the year in receipts, basing the calculations on the collections from that drug during the last five years, was \$236,698.40; in other words, the average annual receipts from opium during the years of 1903-1907 inclusive were the handsome sum of \$328,864.40, whereas the collections for 1908 (all prior to March 1st at which date importations were absolutely forbidden) amounted to but \$92,126.

The officials of the islands certainly deserve credit for their skill in adjusting the finances to meet this large shortage.

Coming to imports, which total about \$31,000,000 (exclusive of supplies for the Government, military and naval forces, etc.), \$8,000,000 were spent for cotton goods, nearly \$6,000,000 for rice as mentioned; \$2,165,000 for manufactures of iron and steel; \$1,520,000 for provisions; and \$1,655,000 for cattle. For imports the Islanders spent \$1,045,000; and for illuminating oil \$806,000. The United Kingdom supplied over half of the cotton goods and the report speaks of "the prestige in the local market of British cotton textiles" also "the particular attention devoted by British manufacturers in this as well as other lines to the production of qualities of goods best adapted to the requirements." It is of interest to note that Spain sent \$593,000 worth of cotton textiles, a falling off of 28 per cent from that of 1907. Spain must decrease in her dealings with the Islands. A greater demand for high grade knitted goods resulted in increased receipts from Germany. German cotton goods totalled for the year \$502,000, an increase over 1907 of \$39,000. Cheaper goods from Japan have impaired the British East Indian cotton trade.

Germany leads the importations of sewing machines valued at \$99,000 against \$31,000 from the United States. Australia sent practically all of the fresh beef, and two-thirds of the fresh pork; the best came from the United States. China produced most of the lard. Australia sent four times as much butter as Denmark. The condensed milk business ran up to \$350,000 in value, of which the United Kingdom got twice as much as America and Switzerland half as much as America. The growth in imports of 1908 head of cattle in 1899 to 43,000 head in 1908 valued at \$1,035,000 calls for no remark.

Australia sent 133,200 barrels of flour and the United States sent 10,000 fewer barrels in 1908. The showing is more favourable to America than in 1907 and American dealers think now they can hold the trade. The United Kingdom sent \$70,600 worth of whiskey, American whiskey second, being a very few thousand dollars less. Malt liquors are more and more manufactured locally.

A CURE FOR INSOMNIA.

The following is from the New York Press: The patient complained of insomnia. "You must get an alarm clock at once," said the physician. The patient started, "I mean it. What time do you wake usually in the night?" "Two o'clock lately." Set the alarm for fifteen minutes before two. As soon as it strikes, get up, dress for the day and take a walk of not less than two miles. Do not go to bed again that day under any circumstances, not take a nap, even sitting in your chair. The next night set the alarm at a quarter past two. You will sleep until it wakes you. Get up, as before, and take another two miles walk. The third night you can venture to set your alarm clock at three. Repeat the walk. If you are not cured by that time you will be a more difficult case than any I had here before; but if the habit of lying awake is repeat. Another sure cure for insomnia is sitting up with the sick. Just bind yourself to sit up all night with some good, strong invalid, and if you are not permanently healed of insomnia before morning you may come back here and I will not charge you anything for another prescription."

[222]

REVIEW.

Young China. By the Ven. Archdeacon MOULE. London: Hodder and Stoughton.

We know of no publication which conveys so much interesting information on child life in China as this charming little volume by Archdeacon Moulé. The book is written in a simple and engaging style and should command a large sale at this time of the year as a Christmas present for boys or girls. The chapters are interspersed with illustrations reproduced from original drawings by a gifted Chinese artist. We are indebted to Messrs. Kelly & Walsh for a copy of the book.

The Far East Re-visited. By A. GORDON ANGIER. London: Witherby.

The author is the Editor of the *London and China Express*, and this book of 350 odd pages contains the series of letters written by Mr. Angier on his recent visit to the Far East which were published in his journal during 1907 and 1908. They deal with Malaya, China, Korea and Japan, and they are unreservedly recommended by Sir Robert Hart in a brief preface to all who are interested in the affairs of the Far East. We can certainly concur in Sir Robert Hart when he says that Mr. Angier describes places and communities in a graphic manner, and deals with occurrences intelligently and fairly. Sir Robert also adds that Mr. Angier "had the advantage of revisiting the East when the new forces let loose by this century were and are arranging themselves in logical continuity for further evolution and what he has said of the condition and doings brought to his notice is well worth the attention both of students and practical men, and will also find informing and interesting to the general reader." The book is indeed a storehouse of information on Eastern affairs, and, without necessarily endorsing all that the author has to say, we welcome the republication of Mr. Angier's letters in this convenient and more permanent form. Between thirty and forty half-tone illustrations are interspersed throughout the book, but the view of Hongkong must surely be the worst that could be found in any photographer's collection: it would pass very well for an illustration of a banana tree.

Don to Beersheba. By ARCHIBALD COLQUHOUN. London: Heinemann.

Few books of the kind excel in interest this volume which recounts the travels and work of Mr. Archibald Colquhoun in four continents. It is a book which holds the reader's attention from the first page to the last. Starting with a brief and interesting reference to his ancestry, the author rapidly brings the story down to his own boyhood. He writes of the Spartan discipline exacted by his father and remarks that such relations as he established with his children in early years would be considered almost inhuman now. Incidentally it explains the prominence of Scotsmen in British colonial enterprise, for as the author says, Scotland, which had no provision for his sons beyond a good education, has given many to the world.

It is generally admitted that the visit of the Fleet had a lot to do in bringing the idea to a head, while the official explanation is that it is simply a

THE UNDERSTANDING.

The first foreign engagement the United States has ever entered into is looked upon in Japan as quite on a par with the Anglo-Japanese Alliance.

Various causes of origin are given by

TOKYO papers of Japan's latest agreement, one

authority stating that the idea originated when

Secretary Taft was here three years ago.

It is generally admitted that the visit of the Fleet had a lot to do in bringing the idea to a head, while the official explanation is that it is simply a

THE POWER IN THE EAST.

When the Anglo-Japanese Alliance was re-newed a few years ago, continental opinion was very much opposed to British policy in this direction, but the last two years have witnessed

a remarkable

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

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NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS requiring Accommodation at the RACE COURSE are requested to apply to the undersigned.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 16th December, 1908. [1667]

ACKNOWLEDGEMENT.

The Committee of the Society of ST. VINCENT DE PAUL beg to tender their heartfelt Thanks on behalf of the poor under their care, for the liberal support received from H.E. THE GOVERNOR and the General Public at their Annual Bazaar, which, they are pleased to state, has realized a net amount of \$2,300.

They also Thank the Ladies and Gentlemen who kindly assisted at the Various Stalls and the Officers of the 13th Rajputz for their excellent Band.

Hongkong, 16th December, 1908. [1668]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG."

having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 17th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., LTD. General Managers.

Hongkong, 15th December, 1908. [16]

FROM EUROPE.

THE H.A.L. Steamship

"BARCELONA."

Capt. Porzelius, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed at consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and restored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINIE.

Hongkong Office.

Hongkong, 15th December, 1908. [1669]

NORDDEUTSCHE LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNNEES.

THE Steamship

"PRINZ WALDEMAR."

having arrived, Consignees, of Cargo are hereby informed that their Goods with the exception of Opium Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th Dec., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Dec., at 9.30 A.M.

All claims must reach us before the 23rd Dec., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,

MELCHIES & CO., General Agents.

Hongkong, 15th December, 1908. [5]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at 56, 57 and 51.50 per 100 SPORTING REQUISITES and AIR GUNS in variety.

Inspection invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1908. [1445]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 6th March, 1907. 42

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

CARLOWITZ & CO. Agents.

Hongkong, 13th March, 1907. 535.

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CITY HALL.

MAURICE E. BANDMANN PRESENTS
THE BANDMANN COMEDY CO.

Including: Miss FLORENCE HAMER.

TO-NIGHT (WEDNESDAY), DEC. 16TH,
"MRS. BOT."TO-MORROW (THURSDAY), Dec. 17th,
A ROYAL DIVOCE.

MRS. WIGGS OF THE CABBAGE PATCH.

SATURDAY, Dec. 19th,
ZAZA.MONDAY, Dec. 21st,
THE SCARLET PIMPERNEL.TUESDAY, Dec. 22nd,
JACK STRAW.WEDNESDAY, Dec. 23rd,
DIANA OF DOBSON'S.THURSDAY, Dec. 24th,
THE GAY LORD QUEX.

Plan of Seats Now Ready at MOUTRIE & CO.

PRICES ... 83, 2 & 1.

Doors Open 8.30 P.M. Commence 9 P.M.

Late Trains will leave for the Peak 15 minutes after the performance.

Hongkong, 10th December, 1908. [1653]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

On MONDAY and TUESDAY, the 21st and 22nd December, 1908, at 10 A.M., at H.M. NAVAL ESTABLISHMENTS, SUNDAY OLD AND SURPLUS NAVAL AND VICTUALLING STORES.

Comprising:—

OLD AND SURPLUS NAVAL STORES:—IRON BLOCKS, HOSES, LAMPS and LANTERNS, TOOLS, OLD IRON and METAL, ELECTRIC CABLES, OLD BOILER, STEAM HAMMER, COAL SACKS, CANVAS RAGS, OLD INDIA RUBBER, OLD LEATHERES, CARPETS, MATTINGS, OLD BOATS, FURNITURE, &c. &c. &c.

OLD AND SURPLUS VICTUALLING STORES:—PROVISIONS, Seamen's CLOTHING, BLANKETS, Officers' Mess TRAPS, (A QUANTITY OF ELECTRO-PLATED ARTICLES), IMPLEMENTS, Seamen's MESS UTENSILS, OAK STAVES, &c. &c. Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 8th December, 1908. [1650]

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG: ORIGINAL JURISDICTION. Action No. 21 of 1908.

PARTICULARS & CONDITIONS OF SALE

Undermentioned Share and Interest in LEASEHOLD LANDED PROPERTY

To be Sold

In ONE LOT

by PUBLIC AUCTION.

On TUESDAY, the 22nd day of December, 1908, at 12 o'clock Noon, by Mr. GEO. P. LAMMERT, at his Sales Room, Duddell Street.

UNDER the direction of ARATHOON SETH, Esquire, I.S.O., the Registrar of the Supreme Court of Hongkong, pursuant to an Order of the said Court made in the above Action on the 17th day of November, 1908.

THE FOLLOWING are THE PARTICULARS:—

The one equal undivided SIXTH SHARE and interest of YU HONO otherwise YU LOK Ng of and in all the Pièces or Parcel of Land registered in the Land Office as Section "D" of Marine Lot No. 81, which has been carved for the matter of Mortgages into Two Sections namely the Subsection 1 of Section "D" of Marine Lot No. 81, together with the Messuages or Tenements thereon known as Nos. 324, 326 and 328, Des Vaux Road, West, and No. 2, Sung Hing Lane, and the Remaining Portion of Section "D" of Marine Lot No. 81, together with the Messuages or Tenements thereon known as Nos. 4, 6, 8, 10, 12, 16 and 18.

The said premises are held for the residue of the term of 999 years from the 12th day of December, 1845, granted by a Crown Lease dated the 12th day of July, 1857, subject to the payment of the Crown Rent and to the performance of the covenants in the said Crown Lease reserved and contained. As to the Remaining Portion of Section "D" of Marine Lot No. 81, the said premises are held subject to an Indenture of Mortgage registered in the Land Office by Memorial, No. 41133 and to the principal sum of \$22,000, and interest thereon.

For further particulars apply to:

MESSRS. D'ALMADA & SMITH, Solicitors for the Vendor,

or

MR. GEO. P. LAMMERT, Auctioneer.

Hongkong, 8th December, 1908. [1651]

INTIMATIONS

GRAND EXHIBITION

OF OIL PAINTINGS.

(By Celebrated French Artists)

To be held at the

CITY HALL (St. Andrew's)

on the 18th and 19th DECEMBER, 1908.

Admission ... 50 Cents.

Proceeds to be divided between the Hongkong Benevolent Society and The Tung Wah Hospital.

Hongkong, 12th December, 1908. [1656]

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply to: B. E., Care of "Daily Press" Office.

Hongkong, 13th November, 1908. [1711]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

35, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [1261]

SIEU TING

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1327]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS.

Wholesale and Retail Ironmongers, Pig Iron and

Retail Coke Importers. General Storekeepers and Shipchandlers.

Nos. 35 & 37, HING LOONG STREET. (2nd Street, west of Central Market) Telephones No. 515. [1660]

TO LET

A BERTHOLWYN, PEAK ROAD, from

1st March next. Exceedently Furnished,

Hot and Cold Water laid on. Tennis Court

and Swimming Bath.

Apply to: HUMPHREYS ESTATE AND FINANCE CO., LTD.

Hongkong, 6th October, 1908. [1372]

TO LET

N. NO. 52, C/ INE ROAD.

Apply to: SAM WANG CO., LTD.

61, Queen's Road Central.

Hongkong, 30th September, 1908. [90]

TO LET

FROM 1st MAY.

KOWLOON MARINE LOT 48 YANMETI.

Area 85,200 square feet and with 255

foot Sea Frontage. Especially suited for Storage

of Coal, Timber, &c.

Apply to: HUMPHREYS ESTATE AND FINANCE CO., LTD.

INSURANCES

AACHEN AND MUNICH FIRE & SURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 5th September, 1908. 114

NATIONAL GENERAL INSURANCE COMPANY, LTD. OF LONDON.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.

Hongkong, 14th November, 1908. 1566

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Agents.

Hongkong, 13th August 1908. 28

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

I. Authorized Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500 9 0
II. Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1908. 1019

DAVID GORSAS & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULIN ARNOLD, KARBERG & CO. Sole Agents.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. E. HAXTON, Manager.

Hongkong 1st April, 1908. 43

NOTICES TO CONSIGNEES

FROM NEW YORK

THE H.A.L. Steamship

ARAGONIA Captain Meyer, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before To-day.

Any cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 16th inst., 3 P.M.

No fire insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 10th December, 1908. [1554]

NAVIGAZIONE GENERALE ITALIANA (Florio and Habutte United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

ISCHIA, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. whence delivery may be obtained. Perishable goods to be taken delivery of immediately.

All claims must be sent to the Office of the Undersigned before noon on the 21st inst. or they will not be recognised.

All claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 16th inst., at 9 A.M.

No fire insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 10th December, 1908. [1554]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESEBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

GLENLEARN, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 21st Dec., will be subject to rent.

No fire insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 21st Dec., at 9 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BEAUMONT, LTD.

Hongkong, 14th December, 1908. [1661]

NOTICES TO CONSIGNEES

THE OCEAN STEAMSHIP CO. LIMITED,

AND

THE CHINA MUTUAL STEAM NAV. CO. LTD.

NOTICE TO CONSIGNEES.

SCIENTIFIC MISCELLANY.

WARM BATH STIMULATION OF PLANTS AUTOMATIC GATES FOR CROSSINGS RAIL TELEPHONING UNDER POWER WIRES SCIENCE IN AN OLD NATION THE GAS-MANTLE PROBLEM—ANTI-CANCER INOCULATION—SKIN DISEASE FROM WORK—IRON WITHOUT BLAST.

The warm bath is a new forcing process by which German florists and horticulturists are seeking flowers and fruits at unnatural seasons. As described by Haus Molisch, it consists in soaking out branches or rooted plants in water at 60 deg. to more than 100 deg. Fahr. for nine to twelve hours, and then cultivating in the usual way. The method seems to be especially suitable to the hazel, lilac, dogwood, gooseberry, black alder, larch, horse chestnut, willow, and other trees and shrubs. The top of a rooted lilac was immersed twelve hours at 88 deg. to 98 deg. then placed in a moderately warm forcing house, and in forty days was in full leaf and flower while in the same house the buds of a lilac that had not had the warm bath were just beginning to open. Other results have been even more striking. The applications vary in temperature for different plants, while some plants are best treated just after the leaves fall in autumn and others a little later, but the warm bath near the end of the winter rest may even retard growth.

An automatic gate is being tested on a Swiss electric road. As a car approaches the grade crossing, the trolley bow makes contact with a wire running parallel to the main trolley line, and thus energizes a motor that in twenty seconds, lowers a gate across the highway on each side of the railroad, and at the same time an electric bell rings and two lamps are lighted. A counterweight raises the gates after the car has passed.

A German portable telephone is mounted in a rain-proof case, provided with a folding tripod of light steel tubes, which make ground connection while a conductor in a long set pole in six sections is used to make connection with the overhead wire. Safety is ensured even when the line poles carry 10,000-volt wires.

The popular idea that the burning of sugar has an important effect in disinfecting sick rooms has been shown by Prof. Trilbert of the Pasteur Institute at Paris, to have a scientific basis, although physicians have hitherto regarded the practice as a perfectly useless but harmless superstition. He has demonstrated that a product of the combustion is formic acetylene-hydrogen, one of the most powerful of gaseous antiseptics. He burned about 80 grains of sugar in a bell-glass holding ten quarts and hadli of typhus, tuberculosis, cholera, smallpox, etc., exposed in open tubes in the vapor produced were all dead within half an hour. In a closed vessel the offensive odor of rotten eggs or putrid meat was immediately destroyed by burning a little sugar.

The incandescent gas mantle has been a great puzzle to physicists. In the experiments of fifteen or twenty years ago, it appeared that pure thorium would give only one candle-power of light per cubic foot of gas, but that the presence of one per cent of ceria increased this to 20 or 25 candle-power, while with ten per cent of ceria in the mantle only three candle-power would be realized. Numerous theories have been suggested to account for these strange facts. The truth has become known at least states Prof. Vivian B. Lewis, and the explanation is that ceria has an enormous power of heat radiation and thorium very little, and if ceria is raised to the proper temperature of 1500 deg. or 1600 deg. C. the maximum lighting effect is obtained. This temperature cannot be reached if the ceria is much over one per cent.

Optical Goods will be forwarded unless instructions are given to the contrary before NOON, To-day.

Goods not cleared by the 18th Dec., will be subject to rent.

No fire insurance will be effected.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-day.

Goods not cleared by 18th Dec., will be subject to rent.

No fire insurance has been effected.

All damaged packages must be left in the Godowns, where they will be examined on the 21st Dec., at 9 A.M.

No fire insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th December, 1908. [1660]

NOTICE TO CONSIGNEES.

"PEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENEDI,"

FROM MIDDLESEBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 16th inst., at 9 A.M.

No fire insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th December, 1908. [1660]

NOTICE TO CONSIGNEES.

FROM MIDDLESEBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

GLENLEARN, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 21st Dec., will be subject to rent.

No fire insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 21st Dec., at 9 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BEAUMONT, LTD.

Hongkong, 14th December, 1908. [1661]

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Goods not cleared by the 21st Dec., will be subject to rent.

No fire insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 21st Dec., at 9 A.M.

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MCGREGOR BEAUMONT, LTD.

Hongkong, 14th December, 1908. [1661]

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MCGREGOR BEAUMONT, LTD.

Hongkong, 14th December, 1908. [1661]

NOTICE TO CONSIGNEES.

SHIPPING.

ARRIVALS.

CHONGMING, British str., 1,256, Liddell, 15th Dec.—Tientsin via Wo-hai-wei 8th Dec.
General—Jardine, Matheson & Co.
CHIEN, Chinese str., 15th Dec.—Canton.
BARCELONA, German str., 5,455, Porcellus, 15th Dec.—Hamburg and Singapore 8th Dec.,
General—Hamburg-American Line.
FOOCHOW, British str., 1,229, Vincent, 15th Dec.—Tientsin via Swatow 14th December,
General—Butterfield & Swire.
GOEDEN, German str., 5,150, B. Wilhelm, 15th Dec.—Yokohama 8th December, General—
Melchers & Co.
HAINAN, British str., 636, Evans, 15th Dec.—
Swatow 14th December, General—Douglas &
Lapail & Co.
HUNG, British str., 1,205, G. J. Spink, 15th Dec.—Haiphong and Hoiho 13th Dec.,
General—Butterfield & Swire.
KUANGCHING, Chinese str., 15th Dec.—Canton.
KUEICHOW, British str., 15th Dec.—Canton.
LAHSANG, British str., 2,224, F. Wheeler, 15th Dec.—Singapore 8th December, General—
Jardine, Matheson & Co.
LUCHOW, British str., 15th December—Canton.
LIMA, Portuguese gunboat, 720, Pedrero,
15th Dec.—Macao 15th December.
TUNGSHING, British str., 1,172, W. Stalker,
14th Dec.—Wuhu 9th December, Ricca—
Jardine, Matheson & Co.
YUSHUN, Chinese str., 1,079, Pratt, 14th Dec.—
Tientsin and Chefoo 9th December, General—
C. M. S. N. & Co.
YOSHII MARU, Japanese str., 2,992, B. Kon,
15th Dec.—Moto 9th Dec., Coal & General
—Nippon Yusen Kaisha.

CLEARANCES,
AT THE HARBOUR MASTER'S OFFICE.

15th December.
Fouhou, British str., for Canton.
Gachen, German str., for Europe.
Haiman, British str., for Swatow.
Kiangping, Chinese str., for Canton.
Tungshing, British str., for Canton.
Usk, British str., for Newcastle.
Zacina, British str., for Singapore.

DEPARTURES.

15th December.
ASCANIA, German str., for Singapore, Benledi, British str., for Nagasaki.
DRUFAR, Norwegian str., for Canton.
HAUAN, French str., for Hoiho.
HAIYANG, British str., for Swatow.
ISHA, Italian str., for Singapore.
J. DIEDERICHSEN, Ger. str., for Swatow.
KUOKHANG, British str., for Canton.
WONGSANG, British str., for Shanghai.
MARIE, British str., for Rangoon.
NINGO, British str., for Shanghai.
QUATE, German str., for Canton.
SWANLEY, British str., for Manila.
TAISHUN, Chinese str., for Canton.
TEAN, British str., for Manila.
TENKAI, British str., for Singapore.
TOTOMI MARU, Jap. str., for Shanghai.
WOBANG, British str., for Canton.
YOSHOU, British str., for Shanghai.
YUSHUN, Chinese str., for Canton.

SHIPPING REPORTS.

The British str. *Laing* reports: Fresh
monsoon and high sea.
The British str. *Tungshing* reports: Moderate
monsoon and fine weather.
The British str. *Chengkeng* reports: Mod-
erately high sea and fine weather throughout.

VESSELS IN DOCK.

December 15th.

ABERDEEN DOCK.—
KOWLOON DOCK.—*Usher*, H.M.S. *Vigoro*,
Hinseng, *Hilary*, H.M.S. *Alacrity*, *Nicomedia*,
Prinz Waldemar.
COSMOPOLITAN DOCK.—*Daijin Maru*.

VESSELS ON THE BERTH

December 15th.

THE AMERICAN AND ORIENTAL
LINE.
FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast.)
THE Steamship
"TUDOR PRINCE,"
Captain McDougall, will be despatched for the
above ports TO-DAY, the 16th December, 1908.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 10th December, 1908. [1557]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking cargo at through rates to the BRAZILS
to PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC
PORTS).

THE Company's Steamship
"E. FRANZ FERDINAND,"
Captain Nitsche, will be despatched as above
on or about 24th December.
This Steamer has capital accommodation for
passengers, electric light and carries a doctor.
For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.
Princes Building.
Hongkong, 28th November, 1908. [3]

UNITED STATES & CHINA-JAPAN
STEAMSHIP LINE.
FOR NEW YORK AND BOSTON VIA
SUEZ CANAL.
(With liberty to call at Malabar Coast.)

THE Steamship
"INDRAWADI,"
Captain Williams, will be despatched as above
on TUESDAY, the 5th January, 1909.
For Freight apply to—
JARDINE, MATTHESON & Co.,
Agents.
INDRA LINE Ltd.
Hongkong, 14th December, 1908. [1658]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B.R.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALERMO	Brit. str.	—	J. R. Ferguson	P. & O. S. N. Co.	About 16th inst.
LONDON &c. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 26th inst., at Noon.
HARVE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	V. Dohren	HAMBURG-AMERICA LINER	On 25th inst.
HARVE & HAMBURG VIA STRAITS, &c.	ISTRE	Ger. str.	k. w.	Lunberg	HAMBURG-AMERICA LINER	On 11th Jan.
HARVE & HAMBURG VIA STRAITS, &c.	BARCELONA	Ger. str.	k. w.	Forslins	HAMBURG-AMERICA LINER	On 25th Jan.
HARVE & HAMBURG VIA STRAITS, &c.	C. FRED. LAMISZ	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINER	On 28th Jan.
HARVE & HAMBURG VIA STRAITS, &c.	SIAGONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINER	On 22nd Feb.
HARVE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k. w.	Boyer	HAMBURG-AMERICA LINER	On 22nd inst.
HARVE & HAMBURG VIA STRAITS, &c.	DUMBEA	Fr. str.	—	C. D. Bennett, E.N.E.	MESSEGERIES MARITIMES	Beginning of January.
MARSEILLES, &c. VIA PORTS OF CALL	SIAM	Brit. str.	—	P. & O. S. N. Co.	On 20th March.	
MARSEILLES, &c. VIA POMBA	MACEDONIA	Brit. str.	—	H. Fraser	NIPON YUSEN KAISHA	On 20th inst.
MARSEILLES, &c. VIA POMBA	HUNGARIA	Jap. str.	—	N. Nielsen	NIPON YUSEN KAISHA	On 23rd inst., at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	B. Wilhelmi	MELCHERS & Co.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADO MARU	Jap. str.	—	G. Rott	MELCHERS & Co.	On 10th March.
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	GOREBEN	Ger. str.	—	Nitsche	SANDER, WIELER & Co.	About 24th inst.
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	E. F. FERDINAND	Ang. str.	—	DOWDELL & Co. Ltd.	On 22nd inst.	
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	LENNOX	Brit. str.	—	DOWDELL & Co. Ltd.	On 25th inst.	
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	INDRAWADI	Brit. str.	—	JARDINE, MATTHESON & Co. Ltd.	On 5th Jan.	
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	TUDOR PRINCE	Am. str.	—	ARNHOLD, KARBERG & Co.	To-day.	
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	MUNCASTER CASTLE	Brit. str.	2 m.	DOWDELL & Co. Ltd.	On 15th Jan.	
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	EMPERES OF INDIA	Brit. str.	1 m.	CANADIAN PACIFIC R. Co.	On 19th inst., at 7 A.M.	
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	MOFTAGH	Brit. str.	—	DOWDELL & Co. Ltd.	On 2nd March, at Noon.	
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	KUMERIC	Brit. str.	—	TO-morrow.		
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	TOKA MARU	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	TAIWAN	Brit. str.	1 m.			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	NIKKO MARU	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	PEKIN	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	WALDEMAR	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	SHINANO MARU	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	KUMANO MARU	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	SANKI MARU	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	KUMANO MARU	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	NIKKO MARU	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	TIKINI	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	KUTANG	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	BARCELONA	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	DEFFYLINGER	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	KINGBANG	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	TONKIN	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	BUJUN MARU	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	ASSAYE	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	YEDDO	Am. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	ANALUSIA	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	TIJAHARI	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	SHOBU MARU	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	JOSEN MARU	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	ANPING	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	TAMSIU	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	AMOY	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	SWATOW	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	HAIPHONG	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	LOONGSANG	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	ZAPERO	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	TAMING	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	YUNXANG	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	RUBI	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	TEAN	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	KAIFONG	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	BORNEO	Ger. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	YEBOSH MARU	Jap. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	NAMBANG	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	LAISANG	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	KUENSHOW	Brit. str.	—			
MARPES, GENOA, ALGIERS, GIBRALTAR, &c.	TIJANAS	Brit. str.	—			

SECTIONS.

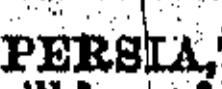
VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship



Captain Bartolo, will leave for the above places

TO-MORROW, the 17th inst. P.M.

This steamer has capital accommodation for

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	PALEMO	About 16th Dec.	Freight only.
VIA SINGAPORE, PEN.	Capt. F. B. Ferguson	Dec.	
ANG. COLOMBO PORT			
SAYD and MARSEILLES			
SHANGHAI, MOJI, KOBE & SUNDA	Capt. G. M. Montford, R.N.E.	About 20th Dec.	Freight and Passage.
SHANGHAI	Capt. C. L. Daniel	About 25th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Neon, 26th Dec.	See Special Advertisement.
OF CALI	Capt. E. W. H. Snow		
For further Particulars, apply to			
E. A. HEWETT, Superintendent.			

Hongkong, 15th December, 1908.

**CHINA NAVIGATION CO.,
LIMITED.**

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	"LUCHOW"	On 16th Dec., 4 P.M.
BATAVIA, SAMARANG and SOERABAJA	"KUEICHOW"	On 17th Dec., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 16th Dec., NOON.
HAIPHONG	"HUPEH"	On 19th Dec., 10 A.M.
MANILA ZAMBOANGA PORT		
DARWIN THURSDAY ISLAND		
COOKTOWN, CAIENS, TOWNSVILLE	"TAIYUAN"	On 21st Dec., 4 P.M.
BRISBANE, SYDNEY		
NEW ZEALAND, ADELAIDE		
FREMANTLE and PERTH		
MANILA	"TAMING"	On 22nd Dec., 3 P.M.
MANILA STEAMERS & TIENSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA		
TELEPHONE 36,	AND AUSTRALIAN PORTS.	
For Freight or Passage apply to—		
BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 16th December, 1908.

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**DOUGLAS STEAMSHIP CO.,
LIMITED.**

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIMUN"	SWATOW	WEDDAY, 16th Dec., at Noon.
Capt. Evans		
"HAITAN"	SWATOW, AMOY & FOOCHOW.	FRIDAY, 18th Dec., at Noon.
Capt. J. S. Reach		

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

**DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.**

Hongkong, 15th December, 1908.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SH'HAL YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wednesday, 15th Dec., Noon.
SHANGHAI	"TINGSANG"	Wednesday, 15th Dec., 4 P.M.
SHANGHAI via NINGPO	"KINGSANG"	Friday, 18th Dec., Noon.
SHANGHAI	"CHOYSANG"	Friday, 18th Dec., Noon.
MANILA	"LOONGSANG"	Friday, 18th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 21st Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 24th Dec., Noon.
MANILA	"YUENSANG"	Thursday, 24th Dec., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOCHOW" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight and Passage apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 16th December, 1908.

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GENERAL MANAGERS.

Hongkong, 15th December, 1908.

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